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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
TO DISCUSS HIGHWAY RECONSTRUCTION TO WATER STREET
WORK IDENTIFICATION NUMBER - 018622.00
FEDERAL AID PROJECT NUMBER - STP-1862(200)E

Reported by Lorna M. Prince, a Notary Public and
Court Reporter in and for the State of Maine, on
October 27, 2016 at the Hall-Dale Elementary School, 26
Garden Lane, Hallowell, Maine, commencing at 6:00 p.m.

REPRESENTING THE STATE:	ERNEST MARTIN
	BOB CARRELL
	LUTHER YONCE
	MEGAN HOPKIN
TMSI	ALBERT GODFREY
	JAMES EASON

1 MAYOR WALKER: Good evening everybody.
2 Good evening, I'm Mark Walker, mayor, and we're glad to
3 have DOT, the full team, project manager, Ernie Martin.
4 We have a number of our city councillors here and I'm
5 glad to see a lot of the members of the public. This
6 is probably the third or fourth good-sized public forum
7 that DOT has managed and asked for and it's an ongoing
8 communication between DOT as the managers of the
9 project and the citizens of Hallowell and the city of
10 Hallowell who ultimately will be the users of the
11 project. We thank them and I wanted you to know the
12 first thing I asked Ernie is will there be more of
13 these, you know, today is October 27th. Construction
14 begins, I now see that it may begin in March of 2018
15 and so we've got roughly 18 months. There will be more
16 of these forums and there will be more opportunities
17 for communication between the City and the Department
18 of Transportation. I want to thank them. I found them
19 more than open. They have been willing to come to
20 meetings. They've met individually with the council.
21 They've met with the Hallowell Board of Trade. They've
22 met with Row House. They've met with other interested
23 constituencies in addition to holding these types of
24 public forums and there will no doubt be several more,
25 maybe many more of these types of meetings over the

1 next 18 months. I do want to thank the council that's
2 here, especially the highway committee which already
3 has had a meeting tonight, highway committee chair,
4 Alan Stearns, obviously has done probably more work on
5 this than anybody but Ernie and Lisa Harvey-McPherson.
6 Michael Frett is here. Phil Lindley is here. We have
7 a full contingent just about of our city council, so.

8 MR. MARTIN: You're missing one over
9 there.

10 MAYOR WALKER: I didn't see you come in,
11 George, very good, and our city manager Nate Rudy and
12 now our water district chair and president, Dennis
13 Kinney, so you got all the decision makers here.

14 MR. MARTIN: Hey, Dennis, make sure you
15 sign in.

16 MAYOR WALKER: All right. So without
17 further ado, if there are questions from the public,
18 and I'm sure will be over the course of the evening,
19 Ernie and DOT will take their stab, highway chair Alan
20 Stearns will be here to help. We'll offer any
21 responses if we can. So with no further ado, Ernie
22 Martin, project manager for this project from DOT.
23 Thank you.

24 MR. MARTIN: Thank you, Mark, I
25 appreciate it. Welcome everybody. As Mark said, I'm

1 Ernie Martin. I'm the project manager from Maine DOT
2 and we're here tonight to talk about the mystery
3 project that we've all been through here for the last
4 four or five years now through the planning of process
5 and where I've been, bold lines up to the snow dump.
6 We do have some side street work that's going to be
7 part of the project, Temple, Chestnut part of Middle, a
8 little piece of Academy and a little piece of Union, a
9 little piece of Central, a little piece of Winthrop
10 Street and then north to where the snow dump is.

11 With me here this evening I have Bob
12 Carrell, my assistant project manager. I have Megan
13 Hopkin from our Historic, she's our historic planner at
14 Maine DOT. She's going to talk a little bit about the
15 historic process and where that stands today. I have
16 Luther Yonce. Luther is going to talk about our right
17 of process moving forward from tonight. Kent Cooper I
18 don't believe is here, he's our landscape architect.
19 He's working a little bit right now behind the scenes
20 with the city manager on some other options for other
21 parts of this, not this project, but other areas. Al
22 Godfrey from TMSI, he's the designer, along with James
23 Eason from TMSI. Al will be doing the presentation
24 here shortly when I get done speaking as well.

25 Hopefully everybody signed in. There's

1 self-stamped addressed envelopes, there's comment cards
2 that you can take with you, e-mail me any comments, the
3 agendas, hopefully everybody has got one of those, my
4 contact information is at the bottom. E-mail is the
5 best way to track me down. I'm hardly at my desk. If
6 you've tried my desk phone and I haven't got back to
7 you, I apologize, but e-mail me. That's the best way
8 to track me down.

9 All right. So after I get done
10 speaking, Megan is going to talk about that Section 106
11 process which has been a critical path in our design
12 process and I think we've got a good plan and she'll
13 talk briefly about that and Al will talk about the
14 highway design that's here in front of you. And then
15 Luther is going to talk a little bit about the right of
16 way process. And after that, I'm going to talk
17 probably about why a lot of you are here and we're
18 going to start the discussions tonight project timeline
19 moving forward, the funding and then I'm going to
20 breach the discussion on construction tonight and I
21 mean just breach. We haven't dove into a lot. Our
22 goal from tonight is make sure we got the design set,
23 we button that up and move on with that and then we
24 really start diving into how we're going to build this
25 thing, which I think the curiosity in the room is

1 probably the higher reason why folks are here. After I
2 get done that, we'll do a little Q and A, answer any
3 questions you have and we'll hang out after the session
4 and answer any individual questions that you also may
5 have.

6 So with that, I'll turn it over to Megan
7 and she'll take us down through the Section 106
8 process.

9 MS. HOPKIN: Good evening everyone. My
10 name is Megan Hopkin. I deal with all the historic
11 resources, architectural and archeology for Maine DOT
12 projects that are funded by federal highway funds.
13 Under Section 106 of the National Historic Preservation
14 Act of 1966 we have to consider all effect to eligible
15 or listed historic properties that our project may I
16 guess affect or surround in our project area.

17 So as you may know, it's no secret that
18 downtown Hallowell and most of Hallowell is a historic
19 district that was listed early on in the 1970s on the
20 national register for historic places. So part of this
21 project we have consulting parties, the Row House as
22 well as Maine Preservation and the Maine Historic
23 Preservation Commission will also look at this to
24 determine if we are going to have an adverse effect on
25 this historic downtown.

1 So far we've consulted with two
2 consulting parties. We're working on a determination
3 of effect. Kleinfelder is responsible for that. We've
4 looked at the sidewalks, the brick sidewalks the whole
5 way through downtown as well as the granite curbing.
6 We're also taking into consideration the drainage that
7 we're looking at on Temple Street as well as Chestnut.
8 At this time we'll probably have that determination of
9 effects out to the consulting parties by maybe
10 mid-November we're hoping and then after that it will
11 be posted on our website for public comment and I will
12 promise you that we will put an ad in the paper so that
13 you're all aware of that, that you can go on our
14 website and submit any comments of effects to the
15 historic properties. And then after the public
16 comments are received and the comments are received
17 back from the consulting parties, it will go up to
18 Maine Historic Preservation Commission for their
19 reviewing and their concurrence. Is there any
20 questions so far? Okay.

21 Also I need to talk about Section 4F of
22 the Transportation Act of 1966. We have to take into
23 consideration anything that has Department of
24 Transportation funds and their effect on public parks,
25 publically owned parks, wildlife refuges, recreational

1 areas as well as historic sites. So in this case we'll
2 also be looking at the effects of historic sites under
3 4F and the public landing down at the boat launch and
4 then what our project will do down to the city park.
5 Right now it looks like we're just going to be building
6 a wall. We already have an existing slope easement,
7 which I'm sure Luther will talk about more later, but
8 we will send a letter to the city of Hallowell asking
9 if that wall will adversely impact the recreational
10 aspects of the park and as well as we'll be talking
11 with the Department of Conservation Agriculture
12 Conservation and Forestry about the impacts to the boat
13 launch. I need to bring that up for the public just so
14 you're aware that there are two recreational areas on
15 the project. Any questions or concerns?

16 MR. MARTIN: We'll take those at the
17 end, Megan.

18 MS. HOPKIN: I just want to make sure.

19 MR. MARTIN: Thank you. Next up is Al
20 and Al is going to take us down through the design.

21 MR. GODFREY: I'd like start off just by
22 going through some of the details of the display, what
23 you're looking at. The scale of this drawing is one
24 inch on the plan equals 25 feet on the ground. Going
25 left to right is going south to north along Water

1 Street.

2 The landmarks you can see up here, this
3 is Temple Street, Academy Street, Union Street,
4 Central, Winthrop Street and the snow dump is down
5 here. All of the colors are coded to display different
6 features on this particular plan. Bright yellow
7 represents the reconstructed travel lanes going down
8 through the center here. The blue stripes that you can
9 see in blocks on either side represent proposed marked
10 parking spaces or blocks of spaces. Blue piano key
11 striping you can see in a number of places are proposed
12 crosswalks. The khaki green or yellow that you can see
13 in between these blue blocks represents paved shoulder
14 where there won't be any parking. Gray strips to the
15 outside of those represent sidewalks. Some are brick.
16 Some are paved and we can talk about that a little more
17 in a few minutes. Pale yellow you can see on Union
18 Street going up Temple, a little bit on Second, going
19 up Chestnut, there was reference a few minutes ago to
20 drainage work that's going to be done there. In those
21 areas where we've got the pale yellow with the cross
22 hatch, we're going to be trenching to put in the
23 drainage then overlaying the rest of the street so
24 you've got a decent pavement all the way across on
25 those streets where it's been disturbed.

1 The light green represents grassed areas
2 that will be disturbed, but reseeded. The light orange
3 you can see off to the ends and up here on Second
4 Street represents existing roadway that's beyond the
5 limits of work that's not being disturbed and light tan
6 areas you can see in a number of spots represents
7 existing paved driveways or yards, again, outside the
8 limits of work.

9 Traffic on the corridor in the
10 construction year of 2018 will be 14,390 vehicles a day
11 estimated. That's south of Winthrop Street. North of
12 Winthrop Street is 10,800 vehicles a day. And on
13 Winthrop Street itself it's 5,820 vehicles a day. Just
14 a quick comment on safety. A high crash location under
15 DOT criteria is any location has critical rate factor
16 which is considered average for the type of facility,
17 critical rate factor of 1.0 or higher and at least
18 eight crashes that occur in a three-year period. We've
19 got a couple of high crash locations on this corridor.
20 The intersection of Winthrop Street and Water Street is
21 a high crash location. In the 2012 to 2014 data period
22 it had a critical rate factor of 1.74 crashes. The
23 stretch of Water Street from Academy to Union Street
24 also in that same period was a high crash location with
25 a critical rate factor of 2.31 and also eight crashes

1 and Water Street at Union Street was just shy of being
2 declared a high crash location. It had a critical rate
3 factor of 1.63 and seven crashes, just one crash short
4 of classified. The 53 total crashes within the project
5 limits and in that three year period 27 in
6 intersections, 26 between intersections and most
7 crashes on the corridor were due either to stops at
8 crosswalks or due to poor sight distance on side
9 streets because of parking too close to those
10 intersections.

11 Back to the proposed design details, the
12 horizontal alignment falls very closely to the center
13 of the existing roadway. It does diverge by a maximum
14 of 2 feet up in the vicinity of Winthrop Street where
15 we're trying to transition lane widths, but generally
16 the center of the road is going to be pretty much where
17 it is today. Along that same center line though, as
18 I'm sure all of you know, there's a pretty severe crown
19 in the road. What we're going to do is change the
20 cross slope of the roadway and shave off that center.
21 So we're making the transition between the travel lanes
22 and the parking shoulder much less abrupt so that
23 should be a big gain, but in order to do that, we're
24 cutting as much as a foot out of the middle of the
25 roadway. Other than that, generally the profile will

1 follow the profile that it has today. It's developed
2 kind of like threading a needle. James worked very
3 hard on that and he deserves a big slap on the back for
4 that because it's really tough to get something down
5 through there without making access to the buildings
6 worse. We've got close to a hundred doorways down
7 through the downtown area there. There are two I
8 believe that are going to be made worse by just a
9 couple of inches. All the others are either just as
10 accessible as they are today or they're being improved.
11 The majority are being improved over what they are
12 today. So I think that will be very helpful.

13 The second thing that was driving,
14 setting that profile in addition to access to the
15 buildings is making sure that when we reconstruct the
16 sidewalks that they met ADA limitations of a maximum of
17 2 percent cross slope. Many areas of the sidewalk
18 today exceed that percentage cross slopes so they're
19 not in compliance with federal ADA regulations. When
20 we rebuild this we're going to have to comply with the
21 current regulations. We had that constraint thirdly as
22 I mentioned. We're trying to set that profile to
23 correct for that excessive crown down the middle of the
24 road. So that's what we wind up with.

25 In terms of typical cross-sections, the

1 width available between the buildings for
2 reconstruction varies considerably down through the
3 corridor. The sidewalk width vary from existing in
4 some locations in order to maintain the smooth center
5 line alignment and to provide uniform width block to
6 block. There are four distinct different sections
7 coming down through there. If you start at the south
8 end from Temple Street to Union Street, what we're
9 proposing is a 44 foot wide roadway curb to curb,
10 parking on both sides and two 14 foot travel lanes will
11 be shared by vehicles and bicyclists. The existing
12 roadway is also 44 feet. Essentially the curb lines
13 aren't changing down through there. The brick sidewalk
14 width down in that section vary from a minimum of 5
15 feet as much as 10 feet.

16 The next block up from Union Street to
17 Central Street is proposed to be 46 feet wide, again,
18 with parking on both sides and two 15 foot wide travel
19 lanes shared by vehicles and bikes. This is a width
20 transition section and as we go north. The existing
21 roadway width varies from 48 feet to 52 feet so the
22 proposed design is actually going to be narrowing the
23 roadway through that section by as little as 2 feet and
24 as much as 6 feet. Continuing north from Central
25 Street up to Winthrop Street the road transitions to

1 47 feet wide curb to curb through that section, again,
2 with parking on both sides. The southbound traffic
3 lane will be 15 feet wide as it was from the next block
4 to the south. Going north it will be 16 feet wide.
5 That's the minimum that allows for the possibility of
6 northbound vehicles during peak traffic times to bypass
7 somebody waiting to take a left turn to go up Winthrop
8 Street. The purpose of that is to try to avoid having
9 to develop a separate lane altogether for those left
10 turning vehicles because it would have too great an
11 impact. You'd either lose parking in the core of the
12 downtown or we'd have to narrow the sidewalks so it's a
13 compromise situation for that purpose.

14 The existing roadway is 52 feet wide in
15 through that block from Central to Winthrop Street, so
16 a 47 foot section will be 5 feet narrower than it is
17 today out there. The brick sidewalk widths are going
18 to vary from as little as 7 feet to maximum of about
19 11 feet in through that section.

20 Lastly the fourth section is another
21 transition section going from Winthrop Street up to
22 where we're ending the project up by the snow dump. It
23 currently is transitioning from a width of 50 feet down
24 to 40 feet. It's going to be a similar transition in
25 the future except more formalized with curb on both

1 sides, parking on both sides and again shared lanes for
2 bikes and vehicles. All the shared lanes will have
3 special shared lane markings referred to as sharrows
4 for the length of the project in both directions.

5 I would like to note that AASHTO, which
6 develops design guidelines nationally for highway work
7 and they also have guidelines for bicycles facility
8 development as well, recommends a minimum of 14 foot
9 lane width where vehicles are sharing the lane with
10 bicyclists and it's recommended that if possible you go
11 with 15 foot wide lanes for those shared lanes if you
12 have adjacent parking. The reason for that -- there
13 are two reasons for that actually, number one is so
14 bicyclists are less at risk of slamming into a door
15 that opens up immediately in front of them unexpectedly
16 or forcing them to swerve out into the vehicle traffic
17 and potentially be clipped by them. And secondly, it
18 helps to allow for vehicles to get by bicyclists. In
19 an ideal world the motor vehicle driver would slow down
20 and follow a bicyclist all the way down through
21 downtown. In the real world they're not going to do
22 that. They're going to try to get by the bicyclist.
23 There is enough room that they can get by, honor the
24 state law that requires a 3 foot separation from
25 bicyclists and not have to encroach too far into the

1 opposing lane so they could potentially have that kind
2 of head-on collision.

3 So, parking, parking a hot issue in
4 earlier meetings and I think at our last meeting last
5 April I think we put a lot of the concerns to bed.
6 Hopefully you'll feel the same tonight. There are 90
7 existing marked parking spaces through the downtown
8 area and there's some informal parking unmarked on the
9 gravel shoulder up past Granite City Park. What we've
10 got laid out here that you can see in those bright blue
11 strips represents a total of 103 marked parking spaces.
12 There would be, let's see, 40 marked parking spaces on
13 the west side and 63 on the east side including this
14 block of a few additional parking spaces, 90 degree
15 spaces at the snow dump itself. So overall you're
16 going to have an increase in marked parking spaces in
17 the overall downtown area.

18 AUDIENCE MEMBER: Good job.

19 MR. GODFREY: Crosswalks, we'll apply
20 the existing crosswalks down through the downtown area.
21 We're proposing to replace those with five more in
22 similar locations. The first ones down at Academy
23 Street, we'd actually be moving the one that crosses
24 now on I believe it's on the south side of Academy
25 Street, we'll be moving it to the north side of the

1 same intersection. There will be one on the south side
2 of Union Street or on the south side of Central Street
3 and one on the north side of Winthrop Street. The
4 existing crosswalk today goes from the former Haddy's,
5 pardon me, I don't recall the current business that's
6 in there, the breakfast place. Currently there's a
7 crosswalk there. In order to increase the number of
8 parking spaces that we could give to downtown parking
9 to where the core the businesses are, we shifted that
10 crosswalk to the north side and that gained us several
11 parking spaces on the south side. And then we also
12 have a crosswalk up here at the snow dump. There's an
13 existing one up there as well.

14 In order to provide kind of a visual
15 queue that people are coming into the downtown area
16 we've been asked also to do some special treatments on
17 a few of those crosswalks, the one down at Academy
18 Street, the one at Winthrop Street and also the one
19 crossing Winthrop Street all will be granite sidewalks.
20 The others will be typical painted piano type markings
21 unless the city wants to kick in some additional money
22 and use the different treatment on those, but kind of
23 bracketing the core of the downtown. You would have
24 those granite crosswalks.

25 You've got sidewalk lighting today on

1 the east side. It's generally at about a 40 foot
2 average spacing, which actually is more illumination
3 than you really need in a downtown area, downtown
4 commercial area so what we'll be doing is we'll be
5 relocating some of those from the east side to the west
6 side of the roadway and supplementing with some
7 additional fixtures. We'll be spacing those at 70 foot
8 space which allows us to not cost quite so much to the
9 city for the additional lighting.

10 Right now with what we've got shown up
11 here on the west side the lighting would just start
12 just south of the cotton mill building at the park
13 there and extend up through Winthrop Street at the
14 crosswalk on the north side of the intersection. On
15 the west side you would start on the boat lunch and
16 extend up to Front Street. We've provided estimates to
17 the city for cost to expand, carry that a little
18 further both to the north and to the south, but that's
19 up to the city to decide how much additional they would
20 like to pay for that.

21 I'd like to comment, I know at a couple
22 of prior meetings there were concerns about the
23 overhead lighting that's out there today, it doesn't
24 really fit with the historic district, it's not
25 attractive, that sort of thing, so we did do some

1 photometric analyses on what -- of those existing
2 fixtures we could remove. We did find we got the
3 sidewalk lighting that should be sufficient to
4 illuminate the intersections as well in those areas so
5 those overheads could be removed. What we're showing
6 for lighting, lighting limits from the sidewalk
7 lighting on this plan, it's still some revision if the
8 city wants to. There is a clover head down at Temple
9 Street, we would recommend not removing because that
10 intersection would be completely black if that lighting
11 is taken out. If we were to extend the sidewalk
12 lighting down to the intersection, then that clover
13 head probably would come out.

14 Similarly up at the north end at the
15 crosswalk towards the snow dump there was a clover head
16 fixture on a utility pole up there that is providing
17 sufficient illumination for the crosswalk today. If
18 that were to come out, you probably would want to
19 extend the sidewalk lighting up to that crosswalk as
20 well just for safety reasons.

21 In the typical cross-section we would be
22 replacing all the granite curb with new granite curb.
23 The existing granite curb will be salvaged, what we can
24 reuse of it we're going to use to develop a low
25 retaining wall to limit the encroachment down to the

1 existing rail trail that goes down to the parking lot
2 down at the waterfront. And as I said, you got brick
3 sidewalks, wherever we've got existing sidewalks we'll
4 be replacing with brick. We've given estimates for
5 different scenarios. We're extending the brick
6 sidewalks both to the north and to the south and
7 depending on the city's budget decisions, we may be
8 extending the brick sidewalks to areas where you've got
9 existing bituminous sidewalks.

10 Lastly, drainage, there is a heck a lot
11 of drainage work that's going to be done in association
12 with this project. The old system is in tough shape, a
13 lot of it. We're going to be completing replacing all
14 of the drainage system down through Water Street.
15 We're also dealing with correcting some problems that
16 the city has had up on in the Second Street area and
17 down Union Street. There has been a long-term problem
18 also up on Middle Street. There's an old box drainage
19 system, granite box drainage system that extends
20 through yards and everything and crosses mostly at
21 Temple Street and discharges out to the river down to
22 the boat lawn. That is going to be rerouted keeping
23 all of that flow from the wet up the hill west of
24 Middle Street and rerouting that down Middle to
25 Chestnut to Temple and then crossing up through the

1 boat launch out to the river there. It's going to be
2 deep in some areas. There's going to be a fair amount
3 of disturbance of the roadway. As I mentioned earlier,
4 we will be milling off any remaining pavement off the
5 surface anyway and putting fresh pavement all the way
6 across the roads in those areas when that gets redone
7 and with that I'll turn back to Ernie.

8 MR. MARTIN: All right. Thanks, Al.
9 I'll turn it over to Luther. Luther will talk about
10 the State of Maine's right of way process.

11 MR. YONCE: Good evening. If you're a
12 property owner and you own a piece of property that's
13 immediately adjacent to one of our areas of work, would
14 you raise your hand for a second? Three? Really,
15 okay. Did you all get a blue book? Instead of taking
16 up everybody's time, how about I just meet with the
17 three of you after the meeting? Would that be fair or
18 would everybody like to hear my 10 or 15 minute
19 dissertation on this?

20 MR. MARTIN: I guess on the city's
21 behalf, does the city want Luther -- because he's going
22 to be documented so it would be on the website so I
23 would assume let's go with it, Luther.

24 MR. YONCE: I'd be happy to go through
25 it, but I don't want to hold everybody up for what's

1 really most important to these three property owners,
2 but selectmen and town officials may want to hear it.

3 AUDIENCE MEMBER: Yeah, we'll hear it
4 from other people so if you could just --

5 MR. YONCE: You're right there. Okay.
6 So make sure you have one of the blue books that
7 explains just about everything I'm going to go through.

8 When we look at something like this,
9 this is not a typical project, you know, but Ernie is
10 under these guidelines when we have federal funds we've
11 come into a priority corridor like this, we may look at
12 an 80 plus foot right of way. That's not going to
13 happen here so we got to thread the needle through
14 here. In doing so, this is probably one of the easiest
15 jobs I'm going to have compared to his normal
16 nightmares. There's no properties in red. There are a
17 couple of trees that need to come down. I'm not taking
18 any houses. I'm not relocating anyone's business.
19 From my perspective that's easy. The rights that we
20 need to acquire there will probably be some permanent
21 easements obviously for these drainage easements and
22 there I'm working with another state agency and the
23 town and everybody realizes it needs to be done. The
24 bulk of the rights that we'll need to acquire are
25 temporary rights, that blending in the edges. They go

1 away at the end of the project. Those temporary rights
2 are temporary construction rights. It does not give
3 the contractor the right to park their equipment there
4 over the weekend, overnight, but it's just an area for
5 them to work. The permanent rights could be, like I
6 said, more drainage, some slopes, construction
7 maintenance easements so we can install what we need to
8 put there and then maintain it over the years, fairly
9 simple from my point of view because we're not doing
10 massive strip takes down both sides of the project.

11 A couple of things that I want to make
12 sure that everybody is aware of, if you do have a
13 property there and you have a survey with property pins
14 out front, make sure that they're identified on our
15 map. Make sure our surveyors have picked up those
16 property pins. Chances are they're going to be
17 disturbed during construction. When the project is
18 completed, you can request the DOT to replace the pins
19 and as our surveyors have free time they'll will come
20 back and put replacement pins at those locations.

21 Cellar drains, if you have any cellar
22 drains pumping water out of the basement and you want
23 it connected into our drainage system, there is an
24 agreement that will be needed that you will need to
25 sign. Two things, you're agreeing not to pump anything

1 that you shouldn't be pumping into our drainage system,
2 no one ever does that, and you agree to install a
3 backflow protector. Believe me, you need it. Our
4 highly efficient drainage system that they have
5 designed, if you don't have a backflow protector, your
6 basement will be a swimming pool the first good storm
7 we have, okay? We'll help you get those papers.
8 That's the responsibility of the regional engineer.

9 Everything that's inside the existing
10 right of way today is the responsibility of the Region
11 2 office. If I walked out and went down the street,
12 I'm going to find, chances are, some items of personal
13 property, signs, maybe some planters, maybe a flag
14 pole, who knows, lamp posts, inside our existing right
15 of way. They're encroachments. They will probably
16 need to be removed. The Region 2 office will be
17 approaching those property owners that have
18 encroachments inside our right of way. Unfortunately
19 that's not compensable to remove those items, to
20 relocate them out of our right of way. My job is
21 what's outside the right of way that we need to acquire
22 to do this job.

23 So where do we go from here, go back
24 after this meeting, review the tape, read everything
25 about it, that's why Lorna is taking notes for us and

1 make what changes we need at this point to determine
2 the farthest extent outside of the existing right of
3 way that we need to disturb on the face of the earth.
4 Then Ernie will call a plan impacts, which means we've
5 identified that farthest extent and then the project
6 will shift over to the right of way team. We'll have
7 it mapped. We'll have everybody's title updated, all
8 the affected property owners and you're going to know
9 that process is getting close to you because I'm going
10 to send you a letter. Please spread the word to your
11 neighbors, the three. This is federal funds. It's a
12 federal letter. It's the same letter that if I was
13 taking your house, so of course my phone rings off the
14 hook for a week because everybody is going to panic.
15 There's no relocations. I'm not taking anyone's house.
16 It says take the property and/or rights in, it's the
17 and/or rights in that applies in this case, but if
18 you're not -- if you don't realize it's coming, the
19 letter shocks people.

20 Once you get that letter you'll know
21 that we're in full swing in the right of way process.
22 That doesn't mean, and during the next year whatever
23 happens inside the right of way, the town and Ernie and
24 Al can still to do their, whatever they're going to do,
25 make changes inside, it's just you can't go any further

1 outside because that changes the right of way process
2 and slows this down, the quantities, how much gravel we
3 need, how many lengths of pipe, all of that will be
4 calculated after we lock this down.

5 So, you're going to get probably one or
6 two letters, I'll try to combine them. It's letting
7 you know we're kicking off the right of way process and
8 at that point I will have assigned an appraiser or two
9 to come out and meet with everybody. I've been
10 appraising for a long time, I don't know an appraiser
11 with X-ray vision so please meet with the appraiser,
12 tell them everything you know about your property. If
13 you've got any pipes out front or you've replaced this
14 recently or whatever, they're going to have the plans,
15 they're going to be right there looking at it with you
16 and describing it the best as possible. The appraiser
17 is not going to know anything at that point as far as
18 what compensation may be. They're gathering
19 information.

20 After they've met with everybody,
21 they'll finish up the appraisals, those appraisals will
22 be reviewed, just compensation will be established.
23 Just compensation, we're required to pay that by
24 federal and state law. What that means is just
25 compensation cannot be less than market value as

1 determined by a qualified appraiser, but it might be
2 more. Let's say we only need to disturb 100 square
3 feet on this property and 50 square feet over here
4 temporarily and the value in this hypothetical project,
5 just to make numbers simple, land value at a dollar a
6 square foot and it's temporary rights, so it's not even
7 a fee take, so it's something less than a dollar a
8 square foot, but for simplicity let's use a dollar.
9 So, it's simple, we write this person a check for \$100
10 and this property a check for \$50, right? Simple math.
11 It's not a trick question, okay. But the State has a
12 minimum payment policy. We don't write a check for a
13 temporary work right for less than \$250.

14 So if you try to compare your offer of
15 just compensation with your neighbor, you both may have
16 a \$250 check, but the actual market value that the
17 appraiser determined would be different because that's
18 a minimum payment. Same thing with a permanent right,
19 we have a minimum payment of \$500.

20 So it's kind of hard to break down some
21 of these offers unless you see everything that the
22 appraiser did and the legislature so we fairly work
23 with each property owner, made all the appraisals and
24 negotiations confidential until all the properties are
25 settled. So, we have to deal with each one

1 individually and it's kind of hard to see those
2 comparisons with those minimum payment policies.

3 I need to let you know there's another
4 state law that says if you plan on placing your
5 property up for sale or if it's up for sale today, you
6 or your representative must advise the buyer that the
7 State plans on taking some rights in the property. I'm
8 not an attorney. You simply can't say buyer beware and
9 let them figure it out on their own. The attorneys for
10 the State have told me that you're under no obligation
11 to explain all of this to them, just let them know and
12 feel free to point them to Ernie or myself and I'll be
13 happy to explain it to them. Okay? You do need to let
14 them know this project is coming.

15 Now, on the day -- well, we have the
16 appraisal made, the valuations were established, then
17 I'm going to send out a negotiator. They're going to
18 want to meet with each and every one of you. Depending
19 what time of year, if you plan on being out of town for
20 a while, kind of let us know ahead of time how to reach
21 you, cell phone or something, an address in Florida or
22 however. That speeds up our process. Pay attention to
23 the proposed day of condemnation. All rights in the
24 state of Maine are acquired by condemnation, even the
25 temporary work right.

1 Now, there's a simple reason for that.
2 Does everybody remember when you're in school Maine was
3 part of that state two doors south at one time, you
4 know our titles are all screwed up because of that, you
5 go back in history. So what I need to acquire, fee and
6 title to land for you, the taxpayers, that's the only
7 way we have to make sure that the taxpayers have clean
8 title to all the public land. It clears out all those
9 title issues. We don't use it to be nasty. Quite
10 frankly I think we're going to be settled with the
11 majority of the property owners rather quickly on this
12 project because acquisitions are minimal and we really
13 want this right.

14 Pay attention to that condemnation date.
15 It will save you some minor indigestion because you're
16 going to get a certified letter, notice in the mail,
17 hope it's from the Department, not the IRS because we
18 want to send you a check, not ask you for one. On that
19 day one of two letters are going to come, it's either
20 going to be a letter that we're settled and it's for
21 the amount we agreed to or you're going to get an
22 unsettled letter for the amount that we offered to you
23 for the property. Either way you're going to get a
24 check. State law says cash the check. It's not like
25 I'm giving you a check, it's not like Ernie is giving

1 you a check, the State of Maine is giving you a check
2 because this is our legal process. It's not like an
3 insurance company, well, if I don't want to settle and
4 I still want to negotiate, if I cash the check, I'm
5 settling, no. State law says otherwise and I'll be
6 happy to send you a copy of that state law if you want
7 to read it. Cash the check. It doesn't mean you're
8 giving up any rights. Now, there is a minimum amount
9 of threshold, but if you're receiving a larger check,
10 we're going to need to put all the lienholders of your
11 property on the check. You've got a mortgage, the
12 mortgage holder's name will be on it and if you have a
13 lien for whatever purposes, that will be on the check
14 also and they do get a notification that you were
15 issued this check. Just about every mortgage that's
16 written in the last 20 years has a clause down at the
17 bottom. No one ever reads it until I point it out to
18 them that if you're involved in eminent domain action
19 that the bank does have the right to seize the funds.
20 Most of your local lenders work well with us. It
21 depends on your payment history, loan value ratio, a
22 multitude of things that we don't get involved in.
23 They've been known to do that, okay.

24 I think we're almost there other than
25 about 60 days after condemnation there's a regulatory

1 requirement on us to place the unsettled property
2 owners on notice with the State Claims Commission.
3 That's so we don't lose you in the process. To make
4 it short and brief, it's a mediation panel, real estate
5 attorney, a real estate appraiser and a county
6 commissioner from Kennebec County that will get property
7 disputes. I think the vast majority of the property
8 owners will be very much settled long before that
9 occurs, so it's a minority will be there. If you have
10 any questions, I'll stick around to answer them.

11 MR. MARTIN: Luther, do you just want
12 to -- I forgot to mention this earlier in the office,
13 but in a lot of cases some aren't going to get anything
14 from us, if they're a building downtown they're not
15 affected because they're --

16 MR. YONCE: Right, I mean, just because
17 you're abutting the project, if all of our work is
18 inside the existing right of way, this is probably the
19 last contact you're going to get from us. It's only if
20 we need to step across that line and go onto your
21 private property that I get involved. I mean, we
22 have -- if you're inside the existing right of way,
23 we're all set. Good point. We don't have those,
24 that's why I don't think of it. That's why I said I've
25 got the easiest job on this project.

1 MR. MARTIN: This one has everything,
2 that's why I thought about it, so. All right, now
3 we'll get into the fun stuff. Project funding, 2015,
4 actually 2014 there was a cooperative agreement between
5 the city of Hallowell and the State of Maine to proceed
6 with a PE project and in 2015 it got funded for PE
7 right of way funding and that's when I began. So as of
8 the last year's work plan, because the Department goes
9 in three year cycles now when it does its work plan,
10 which is a good thing, it got construction funding for
11 2018. Right now the total project funding available is
12 \$3.24 million to do the project. I'm not sure it's
13 going to be enough, you know, obviously we're still in
14 2016. We still got another year of economics ups and
15 downs so hopefully we'll have enough, but it's
16 uncertain that that is enough money right now.

17 Okay, project timeline. This is what we
18 usually consider a final public meeting, you know,
19 obviously we're going to have, the mayor said we're
20 going to have a lot more discussion down the road on
21 constructibility moving forward, but tonight we're just
22 going to button up those design impacts that Luther
23 talked about, get those outer limits locked down so
24 Luther can begin his process which takes some time.
25 From there we move on to the right of way process with

1 Luther, final mapping has to take place, we got
2 appraisals and then negotiations. So all that process
3 is going to happen over the next year and a couple of
4 months.

5 Project plan specs and estimate, which
6 we call PS and E, the date on that is January 3rd of
7 '18. Project advertise is January 10th of '18, which
8 means we go usually with a three week advertised
9 period, so three weeks later we open the bids, so that
10 will take place on January 31st. Construction begins
11 sometime in March. Construction complete, we're still
12 analyzing it, but we're still on the path that we've
13 talked about where everything is going to be complete
14 to the base pavement and the decision was to hold off
15 on surface, let the road settle a bit because we're
16 going to do a lot of digging where a lot of digging
17 hasn't taken place in a long time, so what we put back
18 we want to make sure it doesn't settle so we'll come
19 back in '19, which is probably three or four days of
20 effort to put the surface pavement down.

21 The construction challenges, we've
22 talked about this a number of times, I figure it's
23 still important to see the challenges that are ahead
24 for all of us. I mean, it's impacting so many users of
25 the corridor, you know, pedestrians, bicyclists,

1 businesses, residents, you know, the commuters, the
2 deliveries, etc., etc. There's a lot of users of this
3 corridor that we're going to roll into this
4 constructibility design. So you got pitch points, you
5 got high a.m., p.m. traffic volumes.

6 Obviously we've talked about the
7 drainage. Al took you down through all of the
8 inefficiencies there that are going to get replaced.
9 It's a destination location, you know, a lot people
10 come to your city. I do. I might not when the
11 project's done, but I do visit it now. So we have the
12 on-street parking concerns, but I think with the new
13 design that Al's come up with, I think we've done a
14 pretty good job giving you back almost what you had.
15 Business locations, obviously that's going to be a big
16 element, access to and from, you know, apartments, you
17 know, during construction we have to -- our contractor
18 has to provide these access points to you. There might
19 be times where you're going to get cut off. It's up to
20 them to notify you that hey, we're going cut your
21 driveway off tomorrow, can you park somewhere else
22 tonight because we're going to be there for like three
23 or four hours and then you'll be back to having access,
24 but that's some of the communication that will happen
25 out there in the field.

1 Residential area, the water district is
2 putting a new main on the east side of Water Street
3 pretty much the entire length of the in town piece
4 tieing into the system right about Winthrop Street,
5 Dennis, and all the way to Temple? And obviously
6 there's a lot of lateral services that are going to be
7 associated with that main replacement that are going to
8 be in the project.

9 I wanted to mention this, on
10 October 4th, we met with Chris and Dennis, public
11 works, water district, all the utilities that have
12 facilities in the corridor, I don't know, it took about
13 three hours, Al, to walk down through all the areas of
14 concern and it's roughly 94 spots in this project that
15 we're concerned about, so you've probably seen some
16 digging out there with the Greater Augusta Utility
17 District, Fairpoint still has to go. Chris has been
18 out there doing his thing. Dennis has been out there
19 doing his thing. I haven't seen gas out there. I
20 don't know if they've been out there doing some of
21 their explorations to figure out where their services
22 are, but that was our direction to them, it's like you
23 need to tell us exactly where we are. We're trying to,
24 and trust me, there's going to be stuff under there
25 that we don't know is there and some of the test pits

1 that have been done, people are digging pipes and you
2 got like five guys looking at it and all you got is
3 it's not mine, you know, so that's some of the stuff
4 that we're trying to prevent now so when we get out
5 there digging we're trying to be as efficient as
6 possible and Lord knows what's under Water Street. I
7 think we're all kind of wondering when that excavator
8 hits what's going to come out of there.

9 Close to building, obviously that's an
10 issue when you're excavating, you know, you got old
11 foundations, old structures, you know, so that's
12 something the contractor is going to have to worry
13 about them. It's up to them to probably go in and
14 videotape every one of these buildings I'm guessing
15 because it's their liability. Once they put that
16 excavator in the ground and start shaking that ground,
17 they really need to know what they're dealing with so
18 I'm guessing probably a lot of folks will get their
19 foundation basements videotaped.

20 Access during construction, it's up to
21 the contractor, as I mentioned, to provide access to
22 and from these locations. Obviously we have the bike
23 ped mobility issue, even though we're in that one way
24 detour situation there's still got to be some
25 facilities there so that all aspects that we're going

1 to have to roll into this plan.

2 This is where we're at right now, this
3 is our initial thoughts, takes, comments from our -- we
4 have a constructibility team at DOT. We sat around the
5 table and looked at, you know, how can we try to juggle
6 these stakeholders that I just mentioned. All work
7 completed as mentioned 2018 all the way to that base
8 pavement and the only thing left is surface pavement.

9 Working days, looking at Monday through
10 Friday, no work on Saturdays and Sundays with the
11 proposed plan right now, no work on state or city
12 holidays. Times of construction, Monday through
13 Thursday right now we're showing sunrise to sunset,
14 Friday, sunrise to 3 p.m. In most cases we go to
15 noontime, but I don't think there's a lot of
16 contractors that are going to come in until noontime
17 and walk away so we decided to extend it to 3 p.m.,
18 still get out of that major business rush hour or, you
19 know, those destination folks that want to come to
20 downtown. There may be up to like five 24 hour events
21 because we got some cross pipes that cross Water Street
22 which we're still juggling some ideas, but if you have
23 half the road closed on Water Street, how do you extend
24 a 54 inch pipe, a 42 inch pipe across, so we're looking
25 at either doing 24 hour operations just to get it done

1 or maybe pop one of those catch basins at center line
2 and put a solid cover on it so it's just easy once we
3 flip over to the other side. So those are some of the
4 things that we look at and try to juggle to figure out.

5 Construction bidding options, incentive,
6 disincentive contracts, you know, this is going to have
7 something. We're not sure to what it may be. There's
8 different incentive, disincentive things like if we put
9 a dollar value, we put an end date on it and we'll say
10 to the contractor we'll give you X amount of dollars
11 for every day you get done before that timeframe so
12 there's the incentive and if there's an incentive there
13 also has got to be a disincentive, so every day you're
14 not done at that date, it's X amount of dollars back to
15 the State.

16 The A plus B bidding we've done a few
17 times in front of folks here. Basically what that is,
18 the contractor will say a number of work days and
19 there's a dollar value that gets thrown at that number
20 and then it gets rolled into the overall bid. So, in
21 Ogunquit I mentioned that to you folks, we did it in
22 Ogunquit, they're going to get done about a month and a
23 half early in Ogunquit with that A plus B, so they're
24 going to get a, I can't remember exactly what the
25 dollar amount is, but they're going to get a pretty

1 good bonus so it does work. So I think given the
2 constraints and stuff, I think it's appropriate to do
3 something here with this project to hopefully expedite.

4 One thing I mentioned before, offer for
5 extra parking, I've worked out a deal with our internal
6 railroad, which is roughly, it's not shown on this map,
7 but from Winthrop to Central we're going to put fabric
8 down on top of those rails and gravel it so that will
9 give you that whole section of roadway for additional
10 parking during construction, you know, my thoughts, my
11 thoughts only is for employees to use that, not for
12 patrons, you know, to get the employees off the streets
13 and away from the businesses to provide further access
14 to patrons coming in during construction, but that's my
15 thoughts. We'll flesh that out as we move forward.
16 And we'll flesh out whether or not it stays when we're
17 done too, just to answer that question right now before
18 we get to the question and answer.

19 All right. The other critical factor to
20 the whole process is communication of and during
21 construction activities. Obviously we know what the
22 construction is going to cost. I think we're aware,
23 we're all aware of what we're facing when we start
24 construction. You know, obviously the DOT is going to
25 work with the community moving forward to try to lessen

1 those impacts, you know, through the whole public
2 information plan, newspaper ads, door tags. There's a
3 ton of other things we do.

4 The one thing I recommend to you right
5 now is that the website is live, there's not a lot of
6 detail on it, but if you go to www.Maine.gov/MaineDOT,
7 if you go on there and go under projects, there's a
8 Hallowell project site and when you click that, you go
9 to the left, it says e-mail alert, so if you go on
10 there and sign up for that, anything that we post on
11 there, we'll post the hearing plan, we'll post the
12 minutes when we get them from Lorna, we're going to
13 post those up there so you can go as soon as I post
14 them up there. If you're on that e-mail list, you're
15 going to get notification that something just got
16 posted there so you'll be able to go on to the website,
17 click and actually get it instantly. It's working
18 well. We're doing it on many other projects.

19 Obviously you have the wonderful Facebook, I am not a
20 Facebook user, but it's good tool for communication.

21 Maine DOT contractor, we're done this on
22 a few of the other projects that I've had is that we
23 actually put in the contract where the contractor will
24 hold an open house so bid gets awarded, contractor has
25 to have this open house with the public prior to any

1 work, you know, so they can't put a shovel in the
2 ground until they get a meeting with everybody in this
3 room and probably others to go over what their plan of
4 attack is. And then as we go we're going to have
5 weekly contact or updates. I think if you go on there
6 now I think even though Ogunquit is winding down, you
7 go onto the Ogunquit project, same website as where
8 this project is, [MaineDOT.gov/MDOT, projects, Ogunquit](http://MaineDOT.gov/MDOT/projects/Ogunquit)
9 is there. If you go on and click Ogunquit, you'll be
10 able to see the updates that we put out on that website
11 and it's working well. Obviously we're going to use
12 whatever network is available to us. Obviously the
13 businesses, obviously the city's network, you know,
14 those are key elements to us to dive into to
15 communicate out. It's like with the Board of --
16 Chamber of Commerce actually in Ogunquit, there's 228
17 businesses I think on that chamber, so they have been
18 awesome. Everything they post they put out so they're
19 hitting our website, they're hitting their network and
20 it's worked great.

21 And then obviously during the course of
22 this we're not sure how deliberate we're going to be to
23 tell the contractor what to do. We're going to come up
24 with some good ideas, but there might be some
25 situations where we will dictate to the contractor you

1 will work from here to here in this timeframe and stuff
2 like that, a lot of stuff to iron out.

3 MR. YONCE: Ernie, can I mention one
4 quick thing?

5 MR. MARTIN: Yup.

6 MR. YONCE: Something that the town may
7 not be aware of and I just want to bring that up.
8 You're going to be in very close quarters here, you've
9 got apartments above a lot of these businesses, if you
10 got frequent uses of the EMS service or other emergency
11 situations, you know, it's going to be difficult with
12 that contractor right there with an excavator, so
13 during these conversations you might be thinking about
14 devising a way that when that call comes in for fire or
15 EMS that they can get communicated to the contractor so
16 they know what's coming at them.

17 MR. MARTIN: Next steps, after tonight
18 obviously we're going to take whatever comments that we
19 get tonight, review them, see what we have and then
20 it's going to be a follow-up meeting with the town and
21 organizations to keep progressing the constructibility
22 plan. We've got a long way to go, folks. This is
23 just -- I can't tell you what we have to deal with out
24 there with when we shift traffic with the detour plan,
25 how we manipulate up and down the streets, you know,

1 access, you know, pedestrian access. We're looking at
2 temporary chain link fence sections to move around in
3 front of businesses to allow pedestrian activity
4 already, trying to look at ways to keep that happening.
5 So part of that plan, obviously I just mentioned the
6 detour, operations phasing, the working days, the
7 number of working days, obviously business access,
8 residential access and obviously bike ped facilities
9 and obviously safety is number one. How do we get
10 through this as safe as possible. Again, a lot of
11 effort to still do for construction management from
12 here moving forward.

13 All right. The big thing, so just
14 please raise your hand. If you have any questions,
15 just raise your hand, state your name. If you're a
16 resident and you live -- some of the things that we're
17 struggling with with the Department, when we send out
18 notifications of meetings it goes to the property
19 owner. If the property owner is a good renter, then
20 he's probably telling his tenants hey, there's a
21 meeting at the elementary school tonight with DOT.
22 That's probably not happening. How many actually
23 aren't a business owner, but got notification because
24 you live in an apartment? I didn't think so. So
25 that's the biggest frustration for me is that those

1 users are the pedestrian folks. Those people walk up
2 and down the street and navigate via foot because they
3 don't have vehicles or that's the reason why they live
4 in town, so that's one of the things we've got to try
5 to get through and connect and that's where the door
6 tags come in to play to notify apartments. So that's
7 just another missing piece that we need to try to grab
8 ahold of.

9 All right. So with that I'll turn it
10 over to question and answer. Ma'am?

11 LYNN IRISH: Lynn Irish. I heard the
12 discussion about rerouting traffic between Winthrop and
13 Temple Street, you're going to be doing work on the
14 north end up by the dump, I'm assuming that's going to
15 be stop and go traffic when you do that?

16 MR. MARTIN: That's one of the channels,
17 you know, that we'll have to figure out to make sure --
18 there's plenty of room there to slide traffic over to
19 keep it moving so that you're right, it's a tight spot,
20 but it's going to be a little congested at times, no
21 question about that. Good comment. Ma'am?

22 JANE ORBETON: Jane Orbeton. Two
23 things, I'm chair for the Old Hallowell Day committee,
24 which is the third Saturday in July, we like that
25 community event and -- but we also don't want to cause

1 any kind of delay in order to have a party, so we would
2 hope you'll just keep us informed as 2018 comes and you
3 know better what your schedule is going to be so that
4 we can see what parts of Old Hallowell Day we can do
5 and what parts we'll need to change.

6 MR. MARTIN: The intention right now is
7 you will have -- you'll be able to hold your weekend,
8 maybe the ground won't be as great as it is today, but
9 the intent is to vacate Water Street so you can hold
10 your holiday festivities.

11 JANE ORBETON: Great, just keep us
12 posted. And the second one is I'm aware that sometimes
13 when big construction projects are done there's a place
14 nearby where all the equipment and dirt is stored and
15 stuff like during the time of construction, do you need
16 a place like that and if you do, what do you have in
17 mind for where that would be?

18 MR. MARTIN: That's part of the
19 contractor's responsibility so when a contractor looks
20 at a project, obviously they're looking at where they
21 can mobilize all their equipment that's convenient in
22 close proximity to the project, so it's not up to us to
23 provide that information. I think what we can do is if
24 people have an area which they're willing to have the
25 contractor and it's close, there are bidding lists and

1 maybe that's something we can capture ahead of time if
2 there is folks in the room that have an area where the
3 contractor could possibly utilize during construction
4 that's close. Just let us know and maybe we can
5 provide it to the contractors that do take out bids and
6 plans, but it's really up to them to figure out that
7 strategy. Sir?

8 BOB PATTERSON: When can we --

9 MR. MARTIN: Can I get your name?

10 BOB PATTERSON: Bob Patterson, my son
11 and I own Timeless Treasures. When can we expect to
12 have some actual input on the hours that we're
13 projecting this whole ordeal to --

14 MR. MARTIN: Right now. I'm here to
15 listen. I'm not here to --

16 BOB PATTERSON: I understand that, but a
17 lot of questions we have is how much downtime will we
18 have to expect for all of the businesses in town
19 because a lot of businesses may not be able to survive
20 the amount of downtime they're going to be put up
21 against. We can work with an 8 hour day 5 days a week
22 or we can actually work with two 8 hour shifts 5 to
23 6 days a week, one works better possibly for some
24 businesses than others and it would help the businesses
25 to possibly work through this having -- being able to

1 have some input into this and to be able to know what
2 they're going to expect so that they can start to work
3 and plan to be able to make it through this
4 financially.

5 MR. MARTIN: As far as the operations of
6 a business, the contractor, we have to provide access
7 to your location, you know, so what you're going to be
8 dealing with where your location is, one side of the
9 road or the other is going to be your one way traffic
10 pattern, so say it's on the west side, traffic is going
11 down the west side, we're going to have to provide gaps
12 and there's going to be a concrete barrier right down
13 the center line so in those gaps there's going to have
14 to be places for the crosswalk locations for patrons to
15 go from one side of the street to the other side. We
16 have to provide access.

17 BOB PATTERSON: I understand that, but
18 still has nothing to do with the actual time allotment
19 for the work, shift work or no shift work. There
20 always has to be compensation for foot traffic, road
21 traffic, all of that, but one really isn't directly
22 related to the other if you can understand what I'm
23 saying.

24 MR. MARTIN: You're suggesting we go
25 five 8 hour days and that's it?

1 BOB PATTERSON: No, I'm suggesting two 8
2 hour shifts 5 to 6 days a week, get it done, the
3 shorter the time period that the actual businesses are
4 disrupted, the more of them are going to be able to
5 stay.

6 MR. MARTIN: Yeah and I think, you know,
7 when we say sunrise to sunset, that's a pretty long day
8 when you're in the peak of summer.

9 BOB PATTERSON: That is, but still it's
10 left open to discussion, not discussion, but there is
11 no actual timeframe established.

12 MR. MARTIN: The one thing that I didn't
13 mention there is no nighttime work on this project.
14 The Department has ruled it no because of safety
15 productivity and quality control. Those three elements
16 right there is the reason why I did not mention
17 nighttime work unless those five 24 hours shifts come
18 into play. That's when you might have some nighttime
19 work. Go ahead.

20 BOB PATTERSON: What are we calling
21 nighttime?

22 MR. MARTIN: After sunset. On the
23 charts there is sunset and sunrise charts that are part
24 of the contract so a resident is going to look at okay,
25 sun sets today at 9:05 or whatever, there's your end

1 time, sun rises at 5:30, so if you look at it from that
2 standpoint, there's quite a bit of time right there.

3 BOB PATTERSON: So we can expect work to
4 go from --

5 MR. MARTIN: Sunrise to sunset.

6 BOB PATTERSON: Okay.

7 MR. MARTIN: So I think we're kind of
8 achieving what you want, but, you know, just
9 terminology from sunrise to sunset, those are pretty
10 long days.

11 BOB PATTERSON: That's a start. Thank
12 you.

13 MR. MARTIN: Ma'am?

14 MAGGIE WARREN: Maggie Warren. Ernie,
15 do other towns ever, say for example, Ogunquit, a
16 couple of people who have lived through what they're
17 going through, do you ever get people together, in
18 other words, a couple of Ogunquit people to come and
19 hear some of our fears and concerns because they're on
20 the other end of it now and this is what we did to
21 solve that problem, that is what we faced, we had no
22 idea, do you know what I mean? Because a lot of our
23 information is from DOT, which doesn't live in the
24 places where you do your work, you know, or even the
25 designers or I mean, do you see what I'm saying? It

1 would be so helpful and would relieve a lot of stress I
2 think if we had people to talk to and how do we arrange
3 that, how would you make that happen?

4 MR. MARTIN: I can see what I can do if
5 I can get some folks. Right now is not a good time of
6 year because most of them have migrated south, a lot of
7 hotels. We talked about that in the previous meetings
8 of the differences between Hallowell and Ogunquit.
9 Ogunquit is very seasonal, you know, Hallowell is year
10 round, but there are some similarities. A lot of the
11 stuff that you see on there, what I talked about, the
12 communication, came almost after the fact on Ogunquit,
13 kind of like lessons learned. So we've learned a lot
14 from Ogunquit from start to finish, so I can see what I
15 can do if I can get some folks up here.

16 MAGGIE WARREN: Thank you.

17 MR. MARTIN: And I'll be honest with
18 you, it hasn't been all smooth. There's always
19 difficulties.

20 MAGGIE WARREN: I think it would help
21 the business owners to see people come out the other
22 end bigger and better or at least still there.

23 MR. MARTIN: I'll see if we can get some
24 of the immediate downtown businesses that are open year
25 round and see if they'd be willing because they were

1 right in the middle of the project so they lived it for
2 two years not just in this time here, so, but we'll see
3 what we can do.

4 MAGGIE WARREN: Thank you.

5 MR. MARTIN: Going once.

6 AUDIENCE MEMBER: You've done a really
7 good job explaining it all.

8 MR. MARTIN: You know, like I said,
9 we've just -- we're just touching the surface, you
10 know, we got lot a long way to go, I don't want to say
11 we're done, we're not done. We've still got a lot of
12 small pieces that are still very critical, but thank
13 you for the comment. All right. Other than that,
14 we'll hang out to answer any other questions.

15 MAGGIE WARREN: I just wanted to say one
16 quick thing, I know Alan Stearns has been working
17 really hard on this for two or three years or maybe
18 more and I don't know where he is, there he is. I just
19 wanted to say thank you very much for all of your
20 efforts and your time and your energy and all of the
21 crap that you put up with and all the crap you gave us.
22 It was even, but it was good work.

23 MR. MARTIN: Just to dovetail on that,
24 you know, we've worked well together, had a couple of
25 moments of like Ernie, what in the hell are you

1 thinking moments, but we got through it. Do you want
2 to just briefly talk about the status of where you are
3 with the city's --

4 ALAN STEARNS: George Lapointe in the
5 finance, is he still here? The finance committee is
6 meeting tomorrow morning. They're working on a bond
7 package. We've been through a fair bit of detail, the
8 city cost components things that we chose to add to
9 this project are now over a half million dollars
10 because we decided to add in contingencies just in
11 case. So Lisa and the finance committee are meeting
12 tomorrow to scope the full bond package. Part of it
13 definitely will be the city's cost share for this
14 project half a million or so for this project on the
15 ballot in March, April, February, who knows, and Nate
16 Rudy obviously central to all of that. So that's --
17 there's still a lot of work to do in town in terms of
18 we feel like we've been a little bit of usual suspects
19 here tonight, we seem to have a consensus, but goes to
20 the entire population to ballot with a half million
21 dollar price tag is going to take some team work, so
22 we'll need help on that.

23 MR. MARTIN: Thanks, Al. Thanks
24 everybody. Have a good night.

25 (The hearing concluded at 7:19 p.m.)

MAINE DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING FOR CITY OF HALLOWELL WATER STREET

AT THE HALL DALE ELEMENTARY SCHOOL

6:00 - 8:00 PM

SIGN-IN SHEET

26 Garden Street Hallowell Maine 04347

Date: October 27th, 2016

Project Manager: Ernie Marin

NAME	REPRESENTING
Robert Patterson	Timeless Treasures
Don Caron	Timeless Treasures
Monique Caron	9 Page St
Jane Orkelton	9 Page St
Susan MacPherson	51 Central
Dick Daines	38 Sumner St
Jerry Stearns	" "
Ed Slack	3 High St.
Tom LeFebvre	Lanz, Lab
Cindy Casey Vandenberg	7 Parcel Rd
Rosemary Presnall	W Gard.
Joan Hague	SELF
Al Hague	24 High St.
Maui Walker	24 High St
Maggie Warren	263 Winthrop St.
DAVE Wood	Bike/Ped. Comm.
Kara Walker	"
Lynn K. McPherson	Kara Walker
Chris Smith	Ward 5.
Mike Trutt	City of Hallowell PW
George Laporte	City of Hallowell, Council
Deb Fahy	City Council
	Harlow Gallery, self

SIGN-IN SHEET

Date: October 27th, 2016

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